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SOURCE Polish newspapers as indicated. (Information requested.)

TRANSPORT MINISTER
REPORTS ON RAIL,
MOTOR, AIR SERVICES

PROGRESS IN TRANSPORTATION -- Zycie Warszawy, No 358, 30 Dec 48

According to the report of Jan Babanowski, Minister of Transportation, during 1948 the PKP (Polskie Koleje Państwowe, Polish State Railroad) carried 113 million tons of freight and almost 397 million passengers. Motor vehicles carried 19.9 million passengers and 239,000 tons of freight. Transport planes completed the plan for 1948.

One hundred and eighty five kilometers of railroad lines were rebuilt, and 212 railway bridges, totaling 8.5 kilometers in length, were rebuilt.

A new locomotive, entirely of Polish construction, was put into service. This locomotive with 2,200 horsepower and a speed of 110 kilometers can pull a train of 600 tons.

The newly built, 85-kilometer long railroad on the Tomaszow-Bedon route shortens the travel distance between Lublin, Lodz, and Poznan.

RAILROAD PASSENGER AND FREIGHT STATISTICS -- Trybuna Ludu, No 9, 24-25 Dec 48

On 20 November railroad employees reported completion of the plan with 100 million tons of freight and 320 million passengers carried. In December the following construction was completed ahead of schedule: the new Tomaszow-Masowiecki-Bedon railway line; a railway bridge across the Oder at Podeluchy; and a railway bridge in Warsaw.

Traffic included 663,000 cars loaded in October, and 675,000 in November, 27 percent more than in the preceding year.

In all 171 bridges were completed, including five large bridges across the Wisla (Vistula) at Sandomierz, Doblin, Warsaw, Torun, and Poznan; and three large bridges across the Oder, at Brzeg Dolny, Nietkowice, and Podeluchy.

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STATE MOTOR TRANSPORTATION -- Gazeta Ludowa, No 319, 8 Dec 48

In the first 8 months the State Motor Transportation carried 21,146,000 passengers instead of the planned 20,245,000 and completed 686,470,000 passenger-kilometers instead of the planned 640,421,000. It thus exceeded the plan 4 percent and 7 percent respectively, despite the fact that only 75.5 percent of the planned rolling stock was available. In the fall, freight transport which has so far carried 239,000 tons of freight was inaugurated. It is expected that the plan for the year will be exceeded by 70 percent.

SHIP CONSTRUCTION -- Rzeczpospolita, No 354, 24-26 Dec 48

The GAL (Gdynia-Ameryka Line) recently negotiated an agreement with the ZSP (Zjednoczenie Stoczni Polskich, Association of Polish Shipyards) in Gdansk for the construction of two general cargo ships of about 4,000 tons capacity each. Their length will be 113.5 meters, and draught will be about 6.2 meters with full load. Both ships will be open-shelter deck vessels for the Levantine route. They will be put into service in 1950.

To compensate for the sinking of the Lecha, a freighter to carry perishables is being built at the Burmeister and Wain shipyard in Copenhagen for the Gdynia-Anglia Line. Its capacity will be about 3,000 tons, draught about 6.25 meters, length about 110 meters. The ship will have eight independent refrigeration compartments and separate facilities for the transport of eggs. It will be ready for use in 1951.

EXTENSION OF PORT FACILITIES -- Rzeczpospolita, No 356, 26 Dec 48

As a result of investment projects, transshipments handled in Polish ports during 1948 were double the volume for 1947. Naval investments for 1949 will be 25 percent greater than for 1948. The most important projects will be the following:

Ten wharves and two breakwaters will be restored in the Gdynia-Gdansk unit; two new light warehouses will be rebuilt on the Norwegian and Yugoslav wharves. Four warehouses completely demolished will be rebuilt. In Gdansk, three new warehouses will be built and five will be restored.

Three 3-ton semiportal cranes, 17 ordinary 3-ton cranes, and two 15-ton cranes, will be delivered to Gdynia and Gdansk during 1949 and 1950. Gdynia will obtain a 500-horsepower hauler-icebreaker, two pilot-boats, and two motor boats. Gdansk will get two pilot-boats, one pilot-cutter, and two high-powered motor boats.

At Szczecin-Swinoujscie, a conveyor belt will be installed for mass transshipment of coal. Construction will be continued on four wharves, and equipment will be restored on two others. Three warehouses will be rebuilt. Eight 3-ton cranes, 8 floating cranes, and three 15-ton bridge cranes will be provided. This port will also receive two haulers, three pilot-boats, and seven motor boats.

In 1949 a base for fishing vessels and bunkers will be built at Swinoujscie.

REVIVAL OF SZCZECIN PORT TRAFFIC -- Rzeczpospolita, No 354, 24-26 Dec 48

During 1947, 1,180 vessels entered the port of Szczecin. Currently, about 200 ships enter the port monthly. This revival of traffic is due to favorable weather, especially the absence of ice.

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POLISH PORT ACTIVITY -- Rzeczpospolita, No 344, 14 Dec 48

Percent of Plan Completed in 11 Months

		Index (Base year = 1946)
Transshipments in Gdynia-Gdansk	81	150
" " Szczecin	103	3,648
" " small ports	119	442 *
Transportation of transoceanic passengers	115	1,130
" " coastal	100	234 *
" " sea products	119	308
Production of shipyards	110	287
Value of deep sea catches	148	02

Transshipments amounted to 11,634,000 tons, giving the ports of Gdynia and Gdansk, jointly, third place in Europe.

* Base year 1947 since these operations were not started in 1946.

ROLLING STOCK PRODUCTION PLAN -- Trybuna Ludu, No 7, 22 Dec 48

The 6-year plan estimates the 1955 production by heavy industry as follows: 350 locomotives, 500 passenger coaches, and 20,000 freight cars. The 1957 production was as follows: 32 locomotives, 74 passenger coaches, and 324 freight cars.

ELECTRIC MINING LOCOMOTIVES -- Gazeta Ludowa, No 323, 12 Dec 48

The Chrzanowska Locomotive Plant which this year released the first series of fast locomotives, Type PT 47, which have a speed of 110 kilometers per hour, has yet another achievement to its credit, an electric mine pit locomotive, Type P-655.

This locomotive has two axles with a separate engine for each. Its pulling power at a speed of 10 kilometers per hour is 1,000 kilograms. The weight of the locomotive is 5½ tons and can be increased to 7 tons by adding ballast. The electrical apparatus is accessibly placed in the engineer's cab. This is the first locomotive of its kind manufactured in Poland.

LOCOMOTIVE PRODUCTION -- Robotnik, No 339, 9 Dec 48

"Fablok" announced the completion of its plan for 1948. It was decided to complete by 31 December 11 locomotives, 50 wheel assemblies, 80 tons of spare parts for cars and locomotives, and one ton of tools.

AUTOMOBILES IN WARSAW -- Zycie Warszawy, No 345, 16 Dec 48

The 1948 records show 17,206 automobiles registered in Warsaw. The city has 1,116 taxis.

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BUSSES FOR POLAND -- Zycie Warszawy, No 347, 17 Dec 48

At present, the PKS (Panstwowa Komunikacja Samochodowa, State Motor Transportation) has approximately 150 busses and 500 heavier vehicles adaptable for passenger use. This is far below the nation's requirements. As a result, the management of PKS has placed orders for busses with foreign countries, and approximately 850 will be imported. To date, 50 out of 180 Fiats bought in Italy have already been received and the others are to arrive by March 1949. One hundred Leyland busses have been ordered from England. Approximately 450 Skoda and Fiat types will be imported the first part of 1949 from Italy, Czechoslovakia, and Sweden. Twenty Chaussons are already enroute from France for use within the city of Warsaw.

These new busses will replace the present Z's, Retfords, Chevrolets, and other heavier vehicles used for passenger service. Some of the old busses will be used for freight transportation.

In addition to the above, 50 trailers and 200 heavy trucks will be imported.

WARSAW OPENS MAINTENANCE SHOP -- Rzeczpospolita, No 347, 17 Dec 48

On 15 December 1948, a maintenance shop, located between Wolaska and Syreny Streets in Warsaw, with an area of 35,000 square meters and capable of accommodating 220 busses, was opened for servicing busses of PKS. Thirteen kilometers of piping and 32 kilometers of electrical wiring were installed. The construction of this project took 6 months, and the average work norm was 246 percent.

This new maintenance shop will assure a more efficient and dependable transportation system for the city.

ROAD BUILDING IN LODZ WOJEWODZTWO - Rzeczpospolita, No 357, 29 Dec 48

In Lodz Wojewodztwo a total of 141 kilometers of hard surface roads were built during 1948, exceeding the plan by 25 percent; 2.3 kilometers more were resurfaced, and 26 gravel roads were built. The total value of road construction amounted to 234 million zlotys.

RECONSTRUCTION OF ROADS -- Rzeczpospolita, No 347, 17 Dec 48

Roads rebuilt in Warsaw Wojewodztwo during 1948 totaled 490 kilometers, 112.2 percent of the plan for road reconstruction. The leading powiats in this work were: Plock, Grodzisk and Makow.

Because of economical usage of building materials and efficient work organization a saving of nearly 60 million zlotys was made in rebuilding these roads.

NEW STATION ON SLASK-GDYNIA LINE -- Trybuna Ludu, No 12, 29 Dec 48

A new railroad station on the Slask-Gdynia line has been opened. This station is located in Bachorec village in Kruszwica Gmina, Bydgoszcz Wojewodztwo. The members of "Sluzby Polsce" (Service for Poland) have done a major part of the construction work on this station.

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TWO NEW BRIDGES IN WARSAW -- Robotnik, No 340, 10 Dec 48

The railroad bridge joining Praga with Warsaw has been completed. It is composed of five spans, totaling about 500 meters. The second bridge erected was the Slask-Dabrowa bridge.

NEW PULTUSK BRIDGE OPENED -- Robotnik, No 339, 9 Dec 48

A new vehicular bridge, 320 meters long, over the Narwa at Pultusk, was opened to traffic 8 December, 12 days ahead of schedule. This bridge on the Pultusk-Wyszow-Warsaw road will greatly help communication between these cities. It is also important to the economic development on both shores of the Narwa.

NEW TROLLEY LINE IN WROCLAW -- Robotnik, No 334, 4 Dec 48

A special fund of 2,800,000 zlotys was appropriated for the work of extending trolley line No 9 in Wroclaw to facilitate transportation of workers to Wroclaw factories.

TROLLEY LINE ALONG W-Z ROUTE -- Rzeczpospolita, No 354, 24-26 Dec 48

Technical plans are being worked out for new trolley lines along the W-Z route in Warsaw. Metallurgical plants in Slask will supply 500 tons of track, 2,200 meters. Work will be completed by May 1949.

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